Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue, New York, N.Y.

March 5, 1941

Dear Friends:

The following is a report that I have just received from Leslie Yaw, Superintendent of the Sheldon Jackson School, relative to the construction of our missionary boat the Princeton-Hall. I know that you are interested in this project and that you will be delighted to read this first report. It is most gratifying to be able to place it in your hands.

"Here is a bit of material on the Princeton-Hall:

"All Presbyterians in Southeastern Alaska are delighted in the Board action giving us a new boat to replace the lost Princeton. All towns and villages in our Presbytery are anxiously following the building of the new boat, looking forward to the day when it will be traveling about on the waterways of Southeastern Alaska. True indeed, the loss of the Princeton has revealed afresh the great need for a missionary boat plying these inside passages from the lonely mining camp, isolated fox ranch, Indian village off the regular steamer run, to the larger centers where we have Presbyterian churches with ordained ministers.

"Sheldon Jackson School and the church in Sitka are especially happy in the glorious privilege of having the actual construction under way in a local boat house under the able foremanship of Andrew Hope, one of our church members. After overcoming some delays at the start, work on the hull is now progressing with the shape of the vessel now coming into being. All of the heavy frame work is bolted together, and with the placing of the substantial oak ribs, the visitor to the shop now can get a general idea of the appearance of the new ship. Here in Sitka there is a deep feeling that this new ship is 'our boat', into the building of which is going not alone our best workmanship and our best effort, but our loyalties and feelings for Christ and the work of his Kingdom as well. In future years as the Princeton-Hall makes the various ports, those fortunate lads now in school who are working on the hull will be making trips aboard the vessel to see that part which was shaped by their hands. Should the Princeton-Hall be blessed with long life, the same lads as grown men and heads of families will be showing their own children the part they had in building 'our boat'

"Recently Rev. Walter A. Soboleff assisted our pastor, Rev. Willis R. Booth, in a series of ten days of special meetings on spiritual emphasis. While here Rev. Soboleff became deeply interested and enthusiastic regarding the construction of the Princeton-Hall. One day he asked a question as to what his church could do to help build her. So when he left to return to S. Hall Young Memorial Presbyterian Church in Juneau, he carried with him the specifications for the steering wheel, with the expectation that one of his members, an ex-shipwright, using materials furnished by the congregation, would put his best workmanship into making that very necessary part of equipment. Then in days to come when any member of S. Hall Young Memorial Church sees the Princeton-Hall under way in Gastineau Channel coming into Juneau, that member would realize with a glow of satisfaction that the good ship is coming safely into port being steered by a wheel contributed by his church. This possibility of sharing the joys of building as suggested by Walter Soboleff is now being passed along to all the other churches with the hope that each one will respond, wanting to supply some definite part of the Princeton-Hall. So throughout our Presbytery there is a growing enthusiastic feeling that the Princeton Hall is 'our boat'. This is fostering a new spirit of loyalties to the Presbyterian Church. As this relationship becomes deeper with the passing of the days and months to the actual navigation of the new boat, there is every possibility that local congregations not only will be encouraged to assume more responsibilities for the local churches, but for larger sharing in the building of Christ's Kingdom through increased giving to missions."

Your prayers and your gifts have made this wonderful project possible.

Cordially yours,

Edward B King

EBK:B

Penn Title
Princeton-Hall

AUG 30 1944

NAVAL AIR STATION
SITKA, ALASKA

ON9/LLW/tlm

This is to certify that the Vessel PRINCETON HALL, owned by War Shipping Administration, was on the 21st day of August, 1944, delivered at the port of Sitka, Alaska, by War Shipping Administration to Leslie Yaw, Agent, Board of National Missions, Presbyterian Church in U.S.A., 156 Fifth Avenue, New York, under terms and conditions of bill of sale to be executed by War Shipping Administration.

Leslie Yaw

Leslie Yaw, Agent
Board of National Missions
Presbyterian Church in U.S.A.
156 Fifth Avenue, New York

L. L. Willard

L. L. Willard, Lieut. Comdr., USNR
Public Works Officer
Survey Officer, Small Craft
Agent, War Shipping Administration

Witness:

Thelma Lee Makeig

Thelma Lee Makeig
Boat Division

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
S. E. STRETTON
DISTRICT SALES MANAGER
W. E. MOULTRAY
W. R. MONTGOMERY
F. R. MEYER
ASSISTANT DISTRICT SALES MANAGERS
J. A. BLANCHARD
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
12TH FLOOR
WHITE-HENRY-STUART BUILDING
1318 4TH AVENUE
P. O. BOX 1899

SEATTLE, WASH.

October 1, 1941

The Board Of National Missions, Presbyterian Church
156 Fifth Avenue
New York City, New York

Gentlemen:

We refer to the contract between us dated December 12, 1940 and any subsequent amendments thereof, for the purchase and sale of Standard Diesel Fuel, and/or Standard Furnace Oil, and/or Standard Stove Oil.

It is hereby understood and agreed that the terms and provisions of said contract shall be, and the same are, hereby extended until December 31, 1942. The quantity to be purchased by you during the extended period shall be directly in proportion and in addition to the total quantity specified for delivery during the original contract period.

Except as herein modified, said contract is hereby ratified and confirmed.

Please indicate your agreement to the foregoing by signing in the space provided therefor.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

By J A Blanchard
Asst. to the District Sales Manager

ACCEPTED:

By Everett B King

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
S. E. STRETTON
DISTRICT SALES MANAGER
W. E. MOULTRAY
W. R. MONTGOMERY
F. R. MEYER
ASSISTANT DISTRICT SALES MANAGERS
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ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
12TH FLOOR
WHITE-HENRY-STUART BUILDING
1318 4TH AVENUE
P. O. BOX 1899

SEATTLE, WASH.

October 7, 1941

The Board of National Missions, Presbyterian Church
156 Fifth Avenue
New York City, New York

Gentlemen:

Attached in duplicate is an extension letter to the contract between us for the purchase and sale of your requirements of Standard Diesel Fuel for the Motorship "Princeton". We are pleased to offer this extension for the year ending December 31, 1942 at no increase in prices.

Please indicate your acceptance by signing both copies of the attached letter and returning them to us for our signature. We will then send to you a copy for your files.

Your business as represented by this agreement is very much appreciated.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

S. E. Stretton
District Sales Manager MSK

MSK:LF

Att.

October 14, 1941

Mr. W. S. Dolan, Treas.
First Presbyterian Church
Alamogordo, New Mexico

Dear Mr. Dolan:

Enclosed is our Treasurer's receipt for the contribution of $7.42 from the Alamogordo Church and Sunday School for the Princeton-Hall boat. We are taking for granted that this money was to be designated toward the auxiliary generating plant which has been pledged by the Synod of New Mexico. If we are not correct, please let us know.

Please express our most sincere thanks and appreciation for this fine contribution to the members of your church and Sunday School.

Cordially yours,

McE

Sheldon Jackson School
SITKA, ALASKA
Conducted by
The Board of National Missions
of the Presbyterian Church *in the* U. S. A.

Leslie Yaw, Superintendent

November 13, 1941

VIA AIR MAIL

Dr. Everett B. King
Board of National Missions
156 Fifth Avenue
New York City, N. Y.

Dear Everett:

This will acknowledge your request for something to go into the pamphlet "The Spirit of the Princeton-Hall."

I think it will be unfortunate to make publicity out of the fact that at one time Andrew Hope was practically a drunkard. Some of the pamphlets would no doubt find their way to Alaska in one way or another and would have a negative reaction among our people. Perhaps the most we could say on that would be to mention that while at one time Mr. Hope had drifted away from the Church, in recent years he has renewed his faith and re-established his membership. He has taken a heart interest in the big job of building the Princeton-Hall, and has been in entire sympathy with the plan of using every bit of Presbyterian help which it has been possible to secure. That is, he has taken a sort of family pride and has put an extra bit of fine workmanship into the construction at many points, due to the fact that he is an active Presbyterian and due to his feeling of gratitude to our Church.

It is unfortunate for me this morning that I am unable to contact Andrew directly. He is down in Hydaburg with our boat and the delegates from Sitka attending the A. N. B. Land Suit and labor convention there. I am unable to tell you just when Andrew was converted. We do know that he was a boy here in this school at one time, and that he received his early training in boat building while he was here. It would not be correct to call him a graduate of Sheldon Jackson School. The term used out here is simply "former student", for those old timers attended here before the days of our high school. In our local community Andrew Hope is recognized as possessing the keenest mind in the Indian village. This fact is recognized in other Indian communities as well, as is evidenced in the fact that he is president of the Indian Land Suit. In years past he has served a number of terms on the City Council of Sitka and has been

an elder in our Church, although he is not an elder at the present time. Mr. Hope, through the present Sitka air base activity, is maintaining his own business and has not given way to the temptation of securing work on the Air Base to temporarily benefit by greater material gain. When the work at the Air Base is over he will still have his own boat shop and will be in a position to continue his economic independence. Part of his savings from the work he is doing on the Princeton-Hall have made it possible for him to build a much needed new home for his family. This is now nearing completion.

The best story I can give you about a gift from a student is simply this: One morning at the outset of this school year a boy came in and laid $5.00 on my desk, saying, "This is for the Princeton-Hall. I earned it this summer." In talking with him about how he would like to have his money spent he selected tools for the engine room. This is on account of his interest in engines and his knowledge of the tools necessary for doing any work about a machine shop. When this boy goes aboard the Princeton-Hall now he has a bit of special pride in knowing that his money helped buy the tools in the engine room.

One of the first school gifts was an amount of $64.85 sent in as receipts from a Christmas sale for Missions. This involved a considerable amount of giving on the part of a number of our students as they prepared things for the sale, and carried it out all in a glad, happy spirit.

There is another story which I would like to mention now which I might have told you before. This was the sacrificial gift of Mr. and Mrs. Paddy Goenett at Presbytery at Haines. Rev. Ralph Wheeler approached me one noon, bringing with him two of the oldest members of his Church. They are the kind of old Indian people who have Christ so much in their hearts that He lights up their faces. Each had a gift of $5 for the Princeton-Hall, and presented this money with an expression of gratitude for the Church and what it had done for them in their lives. The sincere, happy smiles on their faces were a testimony at the time they made their gift. Later Rev. Wheeler assured me that having been in their home and knowing of their own need this gift on their part was indeed a sacrificial one.

Sincerely

LY:h

C. CLARK SWICK
12103 CHRISTY AVENUE
DETROIT, MICHIGAN

Nov. 27, 1941.

RECEIVED
DEC 1 1941
SECRETARY

Miss Jane Gillespie,
Sec. Specific Work,
Bd. of Nat. Missions
156 - Fifth Ave.
New York, New York,

Dear Miss Gillespie:—

Rev. Amstutz of Bethany Presby. Church, Detroit, Mich. gave me your letter asking for information about the disposition of our Gift of $27.44 for the Princeton Boat. The money is to help purchase or pay for the engine of the boat.

A communication came to Mr. McCraken, Field representative for the Synod of Mich., last spring asking for

assistance from the schools of Detroit Presbetery in this matter and Jack brought the matter up at the May meeting of our Church School Supt. Association ~~meeting~~ and no definite action was taken but I suggested that we all take the work ~~back~~ to our local schools and try to do something about it.

I did and I trust that others did also. We had an Alaska Mission Day in September and Rev. Stephen Crowell of Milan Mich, who used to be a missionary in Alaska came and spoke to us and we had planned for a special offering for this purpose, so here it is.

We are not fussy about where it goes so if the engine has been purchased and paid for you may use it where ever you see fit. We will appreciate any information you would care to send us about the situation and we are very happy to have had the opportunity to have a part in it.

I am the Church School Supt. and am greatly intersted in these numerous mission projects and wish so much that more of our folks were interested also. I have been continously at the job of education in order that enlightenment and Gods Holy Spirit might be able to pry us loose from our selfishness and drive us a desire to do more others.

Thank you trying to get correct information in this matter.

Very Sincerely,

C. Clark Swick.

Church School Supt.

December 18, 1941

Standard Oil Company of California
White-Henry-Stuart Building
1318 4th Avenue
Seattle, Washington

Attention: Mr. S. E. Stretton

Gentlemen:

Enclosed are the two copies of the extension letter for the contract for the purchase and sale of Standard Diesel Fuel for the Motorship "Princeton". We shall expect you to return one copy of this extension letter to us when it has been duly signed.

We wish to inform you at this time the the boat is now called "Princeton-Hall" rather than "Princeton" as noted in your letter.

We would greatly appreciate your sending a copy of the contract to our Boat Captain and Missionary, Rev. Paul H. Prouty, c/o Sheldon Jackson School, Sitka, Alaska.

Very truly yours,

McE
Enc. 2

STANDARD OIL COMPANY OF CALIFORNIA

MARKETING DEPARTMENT
S. E. STRETTON
DISTRICT SALES MANAGER
W. E. MOULTRAY
W. R. MONTGOMERY
F. R. MEYER
ASSISTANT DISTRICT SALES MANAGERS
J. A. BLANCHARD
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
12TH FLOOR
WHITE-HENRY-STUART BUILDING
1318 4TH AVENUE
P. O. BOX 1899

SEATTLE, WASH.

December 23, 1941

Board of National Missions of the
Presbyterian Church in the
United States of America
156 Fifth Avenue
New York, N. Y.

Gentlemen:

Attached is an executed copy of the extension letter referring to the contract between us for the purchase and sale of Standard Diesel Fuel. A copy is also being forwarded to Rev. R. H. Prouty as requested in your letter of December 18th.

We thank you for your past patronage and for the future business as represented by our contractual agreement.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

S. E. Stretton

District Sales Manager MSK

MSK:AMM

cc - Rev. Paul H. Prouty
c/o Sheldon Jackson School
Sitka, Alaska

Mr J has original
9/11/47 Copy sent to
Geo. R. Betts
Willis L. Booth
Arlie Law
Verne Swanson
A. D. Swogger

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue, New York, N.Y.

Statement of Policy for The Princeton-Hall
Presbyterian Mission Boat
Presbytery of Alaska

The Princeton-Hall, diesel motor launch is owned and operated by the Board of National Missions of the Presbyterian Church in the United States of America to render Christian missionary service exclusively for the Presbyterian Church in the waters of southeastern Alaska known as the Presbytery of Alaska.

Crew: The crew shall consist of two or more persons. The General Missionary of the Presbytery of Alaska shall be in complete command of the boat. He shall be assisted by a man of boat and navigation experience, whose Christian life and effort will help the work of the Missionary. Another similar member of the crew may be added if emergency conditions demand additional help. The safety of the boat and those on board will be the first consideration of the crew.

Service: The Princeton-Hall will be used only for the advancement of the total program of the Board of National Missions in the Presbytery of Alaska:

1. It shall be licensed to carry passengers in southeastern Alaska.

2. It shall be used to assist lay-workers in developing their Church program, to offer regular service to all aided churches as needed, to cooperate with and offer occasional service whenever possible to self-supporting churches as requested, to develop new work in the Presbytery where there is no spiritual ministry, and to visit isolated points such as canneries, trolling centers, fox ranches, mines and light houses, taking to them the Christian ministry.

3. As occasion demands and regular service allows, the boat will be used to transport students to and from Sheldon Jackson School and Haines House (when gathering students for Sheldon Jackson School a representative of the school shall be aboard), young people to summer conferences and delegates to Presbytery and Presbyterial. All such passengers will be expected to make a reasonable contribution toward the expense of such trips. Passengers and personal baggage shall have priority over freight.

4. It shall be used in case of need and at the discretion of the Missionary to transport the sick and injured to medical facilities.

5. Persons not concerned with the ministry of the Presbyterian Church in Alaska will not be transported on the boat except on projected trips when their presence on board will not interfere with the purpose of the trips nor take the space needed for those who are a part of the mission program. Any such persons taken on board for their convenience will be expected to pay the commercial fare between points.

Statement of Policy for the Princeton-Hall, Presbyterian Mission Boat, Presbytery of Alaska

Program and Responsibility:

1. The General Missionary in command of the boat will be directly responsible to the Board of National Missions through the Unit of Work in Alaska. At regular intervals the Committee on National Missions of the Presbytery will plan with the General Missionary for the program of service in the Presbytery. These plans, subject to the approval of the Board, will constitute the program of missionary service.

2. The Board will be responsible for the cost of maintaining the boat and the necessary food and equipment for the crew and passengers while aboard. The Missionary will be in charge of these items.

3. The Missionary will be responsible for all receipts and expenditures. All monies received from passengers and other payments for service shall be credited to the expense account and a monthly accounting of receipts and expenditures shall be made to the Board's office on forms provided for this purpose. A full monthly report on the activities of the board and crew shall be forwarded to the office of the Board and the Chairman of National Missions in the Presbytery.

Secretary, Unit of Work in Alaska
Board of National Missions

JEJ:FK
August 1944

Board of National Missions stationery

Statement of Policy For The Princeton-Hall.
Presbyterian ~~Et. Ed~~ Mission Boat.
Presbytery of Alaska.

The Princeton-Hall, diesal motor launch, is owned and operated by the Board of National Missions of the Presbyterian Church in the United States of America to render Christian missionary service ~~in the~~ exclusively ~~in the waters of South Eastern Alaska known as the Presbytery~~ for the Presbyterian Church in the waters of South Eastern Alaska known as the Presbytery of Alaska.

Crew:

~~The Crew~~ shall consist of two or more persons. ~~The boat will be in complete charge of~~ The General missionary of the Presbytery of Alaska ~~who will be directly responsible to~~ to the ~~Board of National Missions through the~~ unit of work in Alaska shall be in complete ~~charge~~ command of the boat. The ~~shall~~ be assisted by a man of boat and navigation experience whose Christian life and effort will ~~assist~~ help the work of the missionary. Another similar member of the crew may be added if emergency conditions demand additional help. The safety of the boat and ~~its~~ those on board crew will be the first consideration of the crew.

Service:

The Princeton-Hall will be used only for the advancement of the total program of ~~Christian Missions~~ the Board of National Missions in the Presbytery of Alaska.

1. It shall be licensed to carry passengers in South eastern Alaska.

2. It shall be used to assist lay workers in developing their ~~Mission~~ programs, to offer regular service to all isolated Churches as needed, to cooperate with and offer occasional services to self supporting Churches as requested ~~whenever possible~~ whenever possible, to develop new work in the Presbytery where there is no spiritual ministry, and to visit isolated such points, canneries, trolling centers, fox ranches, mines and light houses taking to them the Christian ministry.

3. As occasion demands and regular service allows, the boat will be used to transport students to and from Sheldon Jackson School and Haines House (when gathering students for Sheldon Jackson School a representative of the school shall be aboard), to Young people to summer conference and delegates to Presbytery and Presbyterial.* Passengers and personal baggage shall have priority right.

4. It shall be used in case of need and at the discretion of the missionary to transport the sick and injured to medical facilities.

5. Persons not concerned with the ministry of the Presbyterian Church in Alaska will not be transported on the boat except on projected trips when their presence on board will not interfere with the purposes of the trips nor take the space needed for those who are a part of the mission program. Any such persons taken on board for their convenience will be expected to pay the commercial fare between points.

* All such passengers will be expected to make a reasonable contribution toward the upkeep and operation of such trips.

". . .Basic is the need for all of us to dedicate our intelligence, our skills, our spirits to building the structure of society where peace based on justice becomes the norm and the kind of situation in which millions now find themselves becomes forever impossible. This means building over a lifetime, not a few years out to drive an ambulance. It means living in a community where one earns his right to speak. It means people learning to live together cooperatively, where each is concerned for the good of all. It means helping to provide decent housing and living conditions for the people in 'our town.' It means a concern for education -- the kind that helps people to learn how to think, not the kind that degenerates into propaganda concerned only with telling people what to think -- recreational facilities for all who need them, more adequate hospitalization for all, steady work and living wages for all. It means an interest in churches, where the spiritual life becomes an intelligent and active force for good in the community. This kind of living needs not professional Christians but men and women of all professions who act like Christians both in and out of both church and work. . .

"The world will be built anew when every area becomes the thick of things, when we find ways to build better roads, bridges, cables, and planes to conquer distance and disease, when we understand that war, atrocity that it is, is only the result of many other bad things and give ourselves, where we are, to discovering the means of building into society -- that society of which we ourselves are a part -- in every community across the land and throughout the world, that which removes the occasion for war.

"All of this is constructive living -- and it goes on. The constructive life demands the most consecrated efforts we can expend on it -- now and through all our days. The 'mopping up' must go on, but all the while the building must go on -- this is basic. Again we realize -- these things 'ye ought to have done,' but 'not to have left the other undone'!" (from "An Open Letter to Christian Youth," by S. Emily Parker; THE FORWARD, April 26, 1941.)

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"We strive for an ideal tomorrow but borrow in the process of its attainment from the falsehoods of yesterday." -- Allan Knight Chalmers.

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"What on earth is God doing? Well, at least, he is here, now, sustaining his moral order, suffering desperately, searching for co-workers, and succeeding ultimately in making the wrath of men to praise him." -- Henry H. Crane.

- - -

"There is an old letter, coming from the second century of the life of the Church, the epistle to Diognetus. The unknown writer says of the Christians in his time that 'they hold the world together.' To his contemporaries those words must have seemed to be absurd enough, but they have turned out to be true. It was Christianity which did hold the world together during a period of disintegration, and it was Christianity which preserved for the future the

JUL 20 1944

Program and Responsibility:

1. The General missionary in command of the boat will be directly responsible to the Board of national missions through the Unit of Work in Alaska. ~~From time to time~~ At regular intervals the Committee on National missions ~~of the Presbytery~~ will plan with the General missionary for the program of service in the Presbytery. These plans, subject to the approval of the Board, will constitute the program of missionary service.

2. The Board will be responsible for the cost of ~~maintaining~~ maintaining of the boat and the ~~boat~~ necessary and equipment for the crew and passengers while ~~aboard~~. The missionary will be in charge of these items.

3. The missionary ~~at~~ will be responsible for all receipts and ~~expenditures~~. He shall receive and disburse any and make a monthly accounting to the Board's office for all funds ~~received~~. He shall also send a ~~the monthly~~ report on the ~~monthly~~ activities of the boat and crew.

x all monies received from passengers and other payments for service shall be credited to the ~~monthly~~ expense account ~~and related~~ and a monthly ~~with the monthly statement of expenses~~ accounting shall be made to the Board's office on forms provided for this purpose. A full monthly report on the activities of the boat and crew shall also be forwarded to the office of the Board and the chairman of national missions in the Presbytery.

(receipts and expenditures)

~~Stated Clerk, Presbytery of Alaska.~~

~~Secretary, Unit of Work in Alaska~~
~~Board of national missions.~~
Secretary,
Board of national missions.

"A nation's greatness will not be determined by its material but by its spiritual achievements. Its glory lies not in the mountains it has levelled, nor the rivers it has bridged, not in its skyscrapers or its World's Fairs, nor the gold and silver in its vaults; these things are but dust and ashes and may perish in the night. A nation's greatness is measured by the character of its people. If we forget God, the God who has made us great through service, then the time will come when the billows of His righteous judgment will flow over us and we shall be no more. But if we will remember our history, keep faith with the spirit and purpose of the founders of this republic, then 'life, liberty, and the pursuit of happiness' may still remain the glorious heritage of the American people. It is toward this objective that the national missionary enterprise is dedicated: that America might be made Christian." (from FRONTIERS OF AMERICAN LIFE, by Mark A. Dawber. Used by permission Home Missions Council of North America, New York.)

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"Over the years National Missions has expressed the will of the Church that all people should have the opportunity to know Christ and through him to have life and to have it more abundantly. It has been a force binding together, in a common hope and purpose, remote places and diverse peoples of every sort. It has nurtured a generous ideal of what constitutes equality of opportunity before God. It has preached no easy doctrine of human accountability but a stern challenge of responsibility to carry forward the work of the Kingdom. It has drawn forth from the Church not a grudging but whole-hearted and generous response. So it has kept the Church reaching out and pressing on. Such has been its record over the years and such are its characteristics today. . . Not that we have already attained, but that we press on as a Church to the prize of this high calling of God in Christ Jesus." (from THOROUGHFARE FOR FREEDOM, 1941 Annual Report. Board of National Missions, Presbyterian Church, U.S.A.)

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". . .But there is another religion that is not an escape, but a determination to face reality without illusion and without fear, find its Sovereign Good, and give oneself to it in humility and trust. To give one's life away to what one knows to be of highest worth, not only for oneself, but for all mankind, is the most mature experience open to man. It can help him face death and tragedy undismayed. It possesses the secret of life everlasting." (from CHRISTIAN FAITH AND DEMOCRACY, by Gregory Vlastos. Hazen Books on Religion; used by permission Association Press, New York.)

- - -

". . .'What can I do to help?'. . .The tasks, tremendous as they are, need young people who realize their responsibility to the millions who now suffer, strangers in a strange land, homeless, hungry, desolate. Interest in this work is to be commended and encouraged. It is not of this that I would now write. There are other and, to me, more important questions which have been raised in my mind. . .

"What is one-hundred-per-cent Christianity? What comprises the constructive life? What would be the greatest contribution out in the 'thick of things' or, for that matter, <u>where is</u> the thick of things? Are the major values of life being determined by what is happening in Europe -- China -- Japan -- England -- on battlefields -- in the air -- on the seas? Or in homes -- schools -- churches -- business -- university campuses?. . .

Several Copies

Statement of Policy for the Princeton-Hall Boat.

In general, the purpose of the Princeton-Hall boat shall be determined by the fact that the boat is to be used exclusively for missionary purposes in the waters of Southeastern Alaska. More detailed statement of policy is set forth in the following:

I. Policy for the crew.

1. The crew shall consist of three people if finance permits, including two trained boatmen, one to be the missionary and the other to be the captain. The missionary will have authority to determine port calls and the captain will have authority to direct the course.
2. The captain shall be hereby instructed that safety be the first consideration.
3. That each crew member wear a similar cap with name Princeton- Hall.

II. Services of the boat: The Princeton-Hall is to be operated solely for the glory of Christ and the building of His Kingdom in Southeastern Alaska.

1. The Princeton-Hall will be licensed for carrying passengers. The missionary aboard is instructed to charge regular boat fares when passengers are able to pay. Otherwise the missionary is toouse his own discretion.
2. In case of need subject to the missionaries discretion the boat is to transport the sick and injured to medical facilities.
3. The boat is not to make special trips for the sole purpose of Profit.
4. The boat shall visit lay-manned fields, assisting in the ministration of the sacraments; visit isolated points as canneries, trolling centers, fox ranches, mines and lighthouses, taking to them the christian ministry. From time to time the boat shall transport students of Sheldon Jackson School and Haines House and delegates to Presbytery and Presbyterial and young people to summer conference.
5. Passengers and personal baggage shall have priority over freight.

III. Responsibility and liability.

1. The Committee of National Missions represented by its chairman, or a special committee so created by Presbytery, shall counsel with the missionary on board in setting forth the general activities of the boat. The final seat of authority shall be invested in the Board of National Missions in New York City.
2. The missionary aboard shall supply the New York office with a monthly accounting of receipts and expenditures through vouchers together with a log supplied by the captain and a narrative written in consultation with the captain.
3. The missionary aboard shall have full responsibility for allotted funds and expenditures for food and boat maintenance.
4. That a representative of Sheldon Jackson School be aboard during student trips.

The above policy was adopted by a meeting of the Presbytery of Alaska in Sitka, Sunday, September 2I, I94I.

Alfred D Swoggger

Stated Clerk of Presbytery of Alaska.

Everett B King

Secretary of the Board of National Missions.

STATEMENT OF POLICY FOR THE PRINCETON-HALL BOAT

In general, the purpose of the Princeton-Hall boat shall be determined by the fact that the boat is to be used exclusively for missionary purposes in the waters of Southeastern Alaska. More detailed statement of policy is set forth in the following:

I. Policy for the crew

1. The crew shall consist of three people if finance permits, including two trained boatmen, one to be the missionary and the other to be the captain. The missionary will have authority to determine port calls and the captain will have authority to direct the course.
2. The captain sahll be hereby instructed that safety be the first consideration.
3. That each crew member wear a similar cap with name PRINCETON-HALL.

II. Services of the boat: The Princeton-Hall is to be operated solely for the glory of Christ and the building of His Kingdom in Southeastern Alaska.

1. The Princeton-Hall will be licensed for carrying passengers. The missionary aboard is instructed to charge regular boat fares when passengers are able to pay. Otherwise the missionary is to use his own discretion.
2. In case of need subject to the missionary's discretion the boat is to transport the sick and injured to medical facilities.
3. The boat is not to make special trips for the sole purpose of Profit.
4. The boat shall visit lay-manned fields, assiting in the ministration of the sacraments; visit isolated points as canneries, trolling centers, fox ranches, mine and lighthouses, taking to them the Christian ministry. From time to time the boat shall transport students of Sheldon Jackson and Haines House and delegates to Presbytery and Presbyterial and young people to summer conference.
5. Passengers and personal baggage shall have priority over freight.

III. Responsibility and liability

1. The Committee of National Missions represented by its chairman, or a special committee so created by Presbytery, shall counsel with the missionary on board in setting forth the general activities of the boat. The final seat of authority shall be vested in the Board of National Missions in New York City.
2. The missionary aboard shall supply the New York office with a monthly accounting of receipts and expenditures through vouchers together with a log supplied by the captain and a narrative written in consultation with the captain.
3. The missionary aboard shall have full responsibility for allotted funds and expenditures for food and boat maintenance.
4. That a representative of Sheldon Jackson School be aboard during student trips.

The above policy was adopted by a meeting of the Presbytery of Alaska in Sitka, Sunday, September 21, 1941

Alfred D. Scoag Jr.

Stated Clerk of Presbytery of Alaska

Everett R. King

Secretary of the Board of National Missions

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Alfred D Swoggger

Stated Clerk of Presbytery of Alaska.

Everett B King

Secretary of the Board of National Missions.

DEC 27 1944

Princeton-Hall
Chronicle

THE
MOTORSHIP PRINCETON-HALL, MISSION BOAT .

Nov. 1944.

To Rev. Verne Swanson,
Hydaburg, Alaska.

Chairman, Committee on National Missions;
Presbytery of Alaska.

Dear Verne:

As Chairman of the National Missions Committee which met in Sitka on the 17th of October you will remember that a narrative of the early experiences resulting from the activities of those aboard the Princeton-Hall, was directed to be given. This is an attempt to fulfill that obligation.

We did not get away from Sitka until the early morning of Nov. 4th. Knowing boats as you do, of course you understand that upkeep aboard one is never quite done. (Facetiously, maybe that is why they are referred to as "she". "Man works from sun to sun but womans work is never done") We found so many details of machinery care necessary to be done for even minimum efficiency that it was impossible to begin itinerary sooner .

For instance, the water system at first attempt in use, ran red rust. We drained it and refilled under washing pressure four successive times, covering as many days, before it was usable.

The anchor chain sheaves were frozen on their pins by rust and corrosion so that torch heat and heavy wrenches, with much heavy-hammer drifting was necessary to free and then lubricate and restore them. That required the better part of a day .

The engine throttle control rods and quadrants were so loose on their foundations (plywood board had separated between the layers) that they had to be gone over completely.

Both toilet room pumps required complete cleaning, repacking, and restoring of the pump handles .

Of the five trap door openings we had forethoughtedly built in at the time of construction, to make valves accesible between watertight bulkheads, only one was workable. That was the one in the engine room. Three had linoleum over them, uncut , and nailed down at the edges. Quarter round also nailed down the outer edges . This linoleum had to be lifted, recut, and doors retrimmed.

We found all water lines badly rusted at the joints and in direst need of paint.

Not one of the three main cabin doors would lock or scarcely latch until refitted .

One of the starboard ports had somehow been in a nasty jam and almost bent beyond further utility, but by careful sledging we did get it back in shape enough to seal the opening for this winter. Two ugly hull scars, more than half an inch deep, were repaired and several deck screw-holes replugged to stop leaks.

The heating units had to have their fuel lines cleaned of sediment and all motore and pumps were in need of lubrication, joint tightening and adjusting.

(see sheet 2)

Diesel oil leaked from numerous joints .

The radiators about the ship had collected lint in their fins which prevented air circulation through them. We removed hands full of lint .

The main engine was our most serious consideration. During the period the Navy used it, they had removed the fuel pump, (attached to engine blower gear, which draws fuel from tanks below level of injector nozzles) and ran all fuel overhead through a tall tank reaching to top of engine room fiddley, pumping it up there by hand with the butterfly bulkhead pump we installed for the galley fuel tank. Fortunately the Navy Yard had an extra new fuel pump and we expect to soon have it fitted to engine. The hand pump method we are now using, requires six minutes of every hour we are under way , because you know, diesel engines have a flow-through system of fuel delivery, the engine taking only what it requires as fuel passes by . The cracked cylinder head was removed and the new one installed with new valves and gaskets. New bearings were put in both ends of the blower. Mechanics worked day and night shift on that part of our renovation.

There are too many other details of renovation to mention them all here .

On Nov. 3rd about nine-thirty P.M. I phoned Mr. Yaw, "We are ready to go". The hull had been copper painted by the students of Sheldon Jackson School under the supervision of Andrew Hope, (and by the way, it was discovered that the Navy had at some time had the boat on the rocks, there are scars on the under hull and at the earliest opportunity the false keel must be replaced, , it now has a considerable sectiontorn away .

With the indispensible efficient piloting of Ralph Young Sr. we reached Angoon Saturday afternoon of the 4th. Andrew Gamble was looking for us . He had stayed up two nights past twelve o'clock hoping we might arrive so that he could help us to safe anchorage . In a few minutes after we dropped anchor in front of Angoon he had rowed out to us and after we hoisted anchor he piloted us inside on a favorable tide to a small harbor well filled with seine boats. Immediately on tieing up,our group, including Mr. & Mrs. Young, their daughter and her husband, fanned out through the village on visitations. The welcome was overwhelming in its joy and exultant greeting. They were truly <u>so</u> glad to have us come. Andrew Gamble is the town's chief servant. He is Mayor, town engineer, (personally oversees and is mechanically in charge of town light plant) magistrate, marshall, and as he humorously states it," assistant to the dog catcher". Yes, he does on occasion have to settle dog troubles. And he is the lay-pastor of our church work. He has made by hand several articles of furniture for the manse including chairs and cupboards and they are very creditable indeed. He is employing the training he acquired at Sheldon Jackson.

Sunday morning we assembled for worship in the warm and well kept little church. How they sang ! . I spoke to them from the Scripture and my heart and Andrew Gamble interpreted. Those who know , told me he was very efficient in his interpretation. They desired another service for evening so we arranged it. Here we were to see a full-rounded circle of worship, participated in by all present, inclusive of their testimony and song.

That is an experience that would enlighten and enliven a very high percentage of Presbyterian churches. It is not undignified in any sense. It is an exchange of deep Spiritual thinking and experience, resulting in rich restoring of faith and comfort and assurance of God's care by the wisdom of His law and mercy and righteousness. With Ralph Young leading the testimony meeting there was little hesitancy and many expressed their joy in having the Mission boat call on them again. It had been five years since the former Princeton boat came to them. Finally they were getting to their feet in twos when the hour of ten o'clock approached. Mr. Young calmly stated that it was getting late and the meeting must close. With more kind parting words we took our leave but could not go to our boat until a ten day old infant was baptized in the home of its parents. Two Elders , with the lay-worker, Mr. Gamble, accompanied the missionary and at 10:20 P.M. the baby girl received baptism. We parted all hoping another day would come soon when we could again be privileged to worship together.

The next stop was at Hoonah where the devastating fire came during late summer and burned most of the homes and all our church buildings. The school principal gladly gave us the use of his building and with a notice of only three hours, and with half the population gone, we had a congregation of fifty two people. The enthusiasm and gratitude was too great for words. People sang with great volume, yet with utter quietness solemnly shared in the prayer periods. They too were rising by twos to speak when Mr. Young counseled,"Tomorrow is another day of work, so we better get our rest and another day the Princeton-Hall will return" . We must return there as soon as possible and assist in arranging for a home for our worker, Mr. Sam Johnson. When a place of shelter for his aged mother is ready he will come to piece together the efforts of our burned-out group. Meantime the catastrophe bids fair to become a great blessing. Government engineers have laid out a model town, with some eighty homes, located on three well laid out streets away from the water front and business section. Those who were left homeless are now to have finer homes than ever and more people are planning to come to the good harbor and ~~finishing~~ fishing community.

As I write these closing paragraphs we are in Kake, after bringing thirty-two delegates to the A.N.B. (Alaska Native Brotherhood) convention. The main engine has functioned perfectly. We cruise at 9-10 knots with 1500 to 1600 revolutions.

By mid-November report we probably will have visited Haines and Klukwan with calls on the Haines House and the new pastor at Skagway. We will also return delegates to Haines if weather is suitable. Eleven are present from there and Klukwan.

"And I if I be lifted up will draw all men unto me", promised our Christ.

Sincerely,

Paul H. Prouty

Paul H. Prouty
General Missionary.

UNIT OF WORK IN ALASKA
THE REV. J. EARL JACKMAN, SECRETARY
156 FIFTH AVENUE
NEW YORK, 10, N. Y.

(Princeton Hall)

MOTORSHIP PRINCETON-HALL
THE REV. PAUL H. PROUTY, GENERAL MISSIONARY
BOX 2615
JUNEAU, ALASKA

ALASKA
PERM. FILE MAR 1 1945

Princeton Hall
Sportsmen's Welcome

Return to 7th

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue New York 10, N. Y.

FABULOUS, BEAUTIFUL, TEMPERAMENTAL, ALASKA.

Fabulous in wealth of timber, sea food, mines, and furs, to those who have the strength to sieze them.

Beautiful to eyes that comprehend vastness of sea and air and land, in a combination of salt-mountain and warm-sea colors and majesty.

Temperamental even to those who love her with their life yet are unable to forecast or fathom what may be around the next point of land.

No wonder then that weather is a chief topic for conversation with tales of even the wildest variety of the wind receiving respectful attention.

You may be aboard your small motor vessel on a February afternoon, but in the mid-channel of a winding corridor whose sides are high-tipped with glistening white jagged peaks. The base of the walls from the waters edge upward is covered with green forest and fern. Then upward as the V widens the trees begin to be hung with frost and snow, thickly and more thickly until at the line where trees cease to grow, all is only whitest of snow on to the very tallest and most pointed height.

On a February afternoon the low Arctic sun brings fantastic hues to cloud and peak and forest. In the channel where our little boat makes its important looking wake, we look ahead and see "golden fleece" clouds hung like a doorway frieze of gilt on white. Above the frieze and beyond are higher mountain spear points piercing the blue heavens, while below the frieze of cloud the trees appear as a great green curtain hung.

A while ago in another strait a lazy whale was sleeping on top of the water. His inaudible "snores" sent up a high stream of spray, till suddenly he must have wakened with alarm at our approach, because his graceful body arched and nose pointed down with such force that the tail stood perpendicular for fully a third the long length of the body until it shot below.

Porpoise by the score swim along as escorts, darting about playfully as fast as ninety miles an hour some say.

A school of sea lions just in perhaps from the Aleutians are chasing herring just ahead.

Overhead a lone eagle, the great gray American eagle leisurely surveys the scene. Wise ravens hoarsely signal our presence.
The three chief symbols of Native Alaskan clans have all appeared

in a brief space of time. The killer-whale, the eagle, the raven.

From this gloriously beautiful setting who could dream that two hours ago we were in a snowstorm so thick that visibility was zero ? Or that in thirty minutes when we round a bend the golden cloud will have darkened and lowered until it is a vast dark curtain hung across the entire corridor-canyon !!

It is the same corridor the ship came through recently while the heavy glacial cold was blasting downward through space to the warm areas below. Wind in such a gale of force as to list our boat many degrees and lashing the sea to such anger that it was tearing away a thirtyfive thousand dollar dock a few hundred yards off our port side. Waterspouts stood as further testimony to its power.

Fabulous Alaska ! Yes, kind,and cruel, with mood scarcely predictable, save only as one has faith in the Creator, the God and Father of our Saviour and Lord, Jesus Christ .

Paul A. Mantz

"THEY'RE RUNNING WILD"

Thirteen bright, healthy, normal youngsters with no day school, no [illegible] school, just "running wild", the State contractor said of a group of Alaskan country-community children.

But the Mission boat came to them even through the winds of March. And they met the boat with happy welcome. A father was first to inform us, "I have three children that have not been baptized and I want it done." He also wanted to know the news of the outside world. The latest papers and magazines at hand were given him and they would circulate thru various hands until expended. And a second father asked for the baptism of three children.

Communion season was approaching. The celebration of the Sacred Sacrament was mentioned to them. The one ex-deacon living there hastened to warm the church building which had not been used in months, and got out word that reached most everyone informing them of the service.

With abundant wood for heat the room was well warmed and at service time there was present practically all the child population and their interest had brought many adults. Sunday School papers and Gospels were distributed.

The silver baptismal bowl was placed upon the communion table, on a purple velvet cloth. The elements of the communion were on either side. The Moderator of this vacant church, the Rev. Mr. Swogger, had been brought by the Mission boat "Princeton-Hall" to lead the service and conduct the sacrament of baptism. He spoke tenderly of what the communion should mean. During his talk some of the boys were jostling each other on their crowded seat as boys do sometimes and Mr. Swogger went near and had them exchange seats. One father came forward and took his two sons near him. Other of the boys had been exchanging swats from their caps from the front seat to the second.

But the period came for the communion to be celebrated and there was calm. As the elements were served there was a hush of all sound save the words of Scripture and service and admonition that were being uttered. The deep penetration of the work of the Spirit was evident.

At the close of the celebration when we were gathering the unused cups of grape juice and the remaining bits of bread together with the baptismal bowl and its portion of unused water one girl about twelve, asked, "Are you going to dump that out?" Her Catholic background had taught her that "holy water" was not ordinary.

We are doing what we can to hurry the time when these live-wire young souls may have worship and instruction and not be "wild".

UNIT OF WORK IN ALASKA
THE REV. J. EARL JACKMAN, SECRETARY
156 FIFTH AVENUE
NEW YORK, 10, N. Y.

Princeton-Hall (Ship file)
Promotional material

MOTORSHIP PRINCETON-HALL
THE REV. PAUL H. PROUTY, GENERAL MISSIONARY
BOX 2615
JUNEAU, ALASKA

MAR 3 1945

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue New York 10, N. Y.

ALASKA
PERM. FILE

The PRINCETON-HALL a hospital ship.

Yes, a hospital for souls, and a means of transportation for sick bodies on their way to medical and physical help.
Rich opportunity is present filling need where none other would have privilege.

Recently a charming young Native girl had to reach the hospital and the boat missionaries readily agreed to take her. On the way she gratefully accepted a Testament and other Gospel message material which she devoured eagerly.

Her Presbyterian Christian friends called on her in the hospital and comfortingly prayed with her. Then the end of her life upon this earth came and her body was returned by the mission boat to her native village.

Her home was ready for the funeral service and the missionary could gladly say that he had no doubt Flora would have wished her body to return in death on the same boat that brought her Spirit so much of the knowledge of Eternal life . It was a service of joyful testimony.

And in that same village from whence the boat had to hasten to escape a winter storm, even before the lines could be loosed an Elder plead for a babe to be baptized. The missionary went to the home, took all the time needed to keep the sacrament sacred, and then went on to sea. What mattered it, that all that night as a result of the delay, the boat tossed at anchor so severely as to drive away sleep ?.

Paul H. Prouty

JUN 25 1945

"FIRST, BE RECONCILED TO YOUR BROTHER"

It is said that Alaska has, so far as is known, the only church in our denomination where every member is a tither.

Alaska also, in some of the old Indian villages, supplies rare incident, such as that which occurred as the congregation at Klukwan celebrated our Lord's Supper.

The natives of Alaska think carefully through the meaning of whatever symbolism comes to their attention. They are masters of the symbol and its implicated instruction. Hence our Lord's words as He spoke them, carry much weight, and the inferences to be drawn from them receive much thought. The beautiful meaning of Communion at the Lord's table is greatly appreciated and carefully considered by them. The Comforter as a Spiritual reality is much desired. To possess it, they will wait and watch, and pray, or perform humble sacrifice. To feel no ill-will or hatred is important.

All-out world war tars us pretty much with the same stick. The small village feels the pain of adjustment to new situations and ideas, the loss of their youth, the places of men being taken by women, etc., the same as metropolitan centers, opinions clash, and harsh words with rash deeds occur. At Klukwan, an elder citizen could not agree with the policy of his younger nephew, a man with ambition to rise in strength and influence in his community. Questions of church and worship policy, and differences of clan policy within their own native brotherhood sphere made wide gaps of misunderstanding and friction. One called another "dumb", an insult to intelligence. It hurt. Communion time came, the time of celebration of our Lord's Supper. The elder man, a sage of the town and blind, let it be known that he would not attend.

One of the wise younger women went to him and said, "You are the one who years ago counselled me to come into the Church, and I came, now you are staying away. You better come." He agreed to come at least, and did come, but when communion was served he would not partake.

The remainder of the congregation, who considered themselves worthy, partook, and the closing prayers with the hymn and benediction were given.

Quietly the blind old man had word taken to one of the pastors (a group were visiting) that he would like an after meeting to be held, he had something important to say. The pastor in turn quietly asked those still remaining in the room to be seated and the old man rose, and told of the trouble and said he wished to make peace with his nephew. The nephew came forward and stated he was willing to "do right thing", they clasped hands, others of us came forward and laid our hands upon their clasped ones, and prayer was made.

Then the elder one sat down and asked that communion be served him. It was a profound lesson we were given by that faithful observance of first being reconciled.

JUL 10 1945

OUR MISSIONARY BOAT PRINCETON-HALL IN ACTION AGAIN

During Southeastern Alaska's past winter and spring, though old timers speak of them as the stormiest in years, the Princeton-Hall was able to do many things worth while. After a five day struggle with snow and wind and wave she came to Metlakatla in March and had the dull gray color removed and the natural wood trim restored, with the main body again painted white. The color-of-light, white, so much more typifies the Christian cause for which the boat was built and dedicated, than the dark battle gray of her Navy service.

The first group service rendered was in taking delegates of the Alaska Native Brotherhood and Sisterhood to their convention in Kake. Many words of deep appreciation were given by the delegates who said they had a more comfortable trip this time than ever before.

To reduce travel costs, errands and accommodations and duties are combined as much as possible. The gathering of children for Haines House was combined with the Southern trip of taking the splendid Klawock choir to Hydaburg for a two-day period of gospel services and concert. The Klawock group were returning a visit made by the Hydaburg choir to them last year. In fact, they said the Hydaburg visitation had inspired them to organize their choir with such splendid success.

One of the major interests of Southeast Alaska this year is the rebuilding of Hoonah, which last year was nearly all destroyed by fire. Our church and manse is to be rebuilt. In the meantime, it has been our work to assist in establishing temporary manse quarters and a temporary community building. The re-establishing of this prosperous fishing and cannery community is being done in a worthy manner, so much so in fact, the new town bids fair to become a model one in its architecture, landscaping and sanitation.

Sandwiched in between major circuit trips, the Princeton-Hall finds many requests for individual services such as emergency illnesses, appendicitis cases, pneumonia. And sometimes the illness results in death, with the need arising for the body to be returned home for burial. We cannot meet all such requests. Other boats whose owners will permit their use must be found in order that the Princeton-Hall's religious educational program be not too seriously interrupted.

Meetings of Presbytery are better attended now that there is an increase of transportation facilities for delegates. The recent spring meeting of Presbytery was a happy one in many ways. Delegates could really accomplish much preliminary acquaintanceship aboard the boat before arrival and thus the business was transacted with greater understanding and speed than otherwise. Plans for the fall meeting combined with an adult workers' conference are developing.

Our Secretary for Alaska, Rev. J. Earl Jackman, came for an extensive visitation at Presbytery time, and it was our delight to transport him through pretty severe weather and rolling seas. There was no doubt in this instance that a New York executive experienced with the missionary boatmen what they have to go through. Mr. Jackman acquitted himself with flying colors, in both the spirit of humble submission to the sea, and prompt recovery.

During the war years a remarkably steady performance of accomplishment has been in progress at Sheldon Jackson School. The staff there is to be highly commended for their courage in carrying on, hard by a Naval base, subject to a surprise onslaught by a fanatical enemy, at any time, especially during the opening months of war. In February their boys' basketball team was taken to Wrangell, Metlakatla, Ketchikan, and Petersburg, for games and a program of information about their school. One program was broadcast over radio from Ketchikan. They did not win all their games, but they did win honorable mention for their school and for themselves by their gentlemanly deportment and accomplishments. A choir of forty and more voices has been developing there and the quality of their production attracted such attention it was realized their work if presented in the territorial capital of Juneau would make many friends for the school. The Princeton-Hall, with the SJS II, transported the choir for four programs in auditorium, churches, and over the air. It was a clear and impressive proof of good quality effort with ability at Sheldon Jackson.

Then the close of the school year came and the students were taken home for the summer by the two boats. Immediately after, more than half a hundred delegates to the Summer Conference were brought for a very fine week, the same as similar conferences all across the States. All were housed on the Sheldon Jackson campus and used the school kitchen, dining room, and equipment.

Bible schools in remote places have now begun. Kasaan, where no public school has been held for some time, and where there are from twelve to twenty children, besides older people, is this week receiving our help. Mrs. Helen Hatch, teacher of Bible at Sheldon Jackson School, and Miss Cora Houk, office secretary, are a team giving their vacation time to the whole community, including home visitation. A force of a hundred or more cannery workers are gathering for summer work and a good number of them attend worship services. Forty were present for the service last Sunday evening.

We will continue answering urgent calls for services and schools in points that not only welcome us but beg us to come. We could use four boats, right here in S. E. Alaska. We are operating one.

MOTORSHIP PRINCETON-HALL
Paul H. Prouty

Paul H. Prouty
Box 2615
Juneau, Alaska

ALASKA PERM. FILES
Enclosure pictures to Com #711
NOV 5 1945
Presbyterian Board of Women's Work
Pictures to #711

THE WOMENS SECRETARY FOR MISSIONARY SUPPORT VISITS ALASKA.

****

It has been said,"We must begin where people are, to make their lives brighter, by touching their life's reality".

Miss Ann Elizabeth Taylor came to Alaska and went about doing this very thing. While on the mission boat Princeton-Hall she participated in the boats care and chores, she prepared meals for herself and the crew, and endured some of the experience of rough seas. She climbed slippery, perpendicular ladders at docks where the tide was low, with some trepidation maybe, but anyhow with graceful prowess.

***** Her first contact with some of the less pleasant but greatest need-in-reality was perhaps in the assistance she gave in reopening the ten year idle manse and partially idle church at Kasaan. Miss Emma Stauffer , of former service in Barrow, Wales and Haines, was now in charge of reopening the long idle field, and Miss Taylor desired to help. The manse was half overgrown with thick brush and trees. The sidewalks and stairs were decayed. Most Alaskan homes are on side hills in the fishing villages and therefore have stairs, which normally require repairing quite often.

******* The manse interior was damp and uninviting. The Board of National Missions had provided a cookstove and other equipment. It was Miss Taylors joy to put these things into use and order in an exemplary manner to the community. She swept and scrubbed, floors, walls, windows, assisted with adjusting the new stove and generally set up housekeeping , including assistance with the preparation of the first meal. She was thinking of the hour when the boat would sail away and leave the lone worker with many serious duties, such as nursing

and comforting the aged together with teaching the score/or more of children something of good morals and Christian conduct. For the six months of active cannery operations she would be faced with handling the more serious moral situations among scores of migrant cannery workers . Facing reality indeed . Girls of fourteen or fifteen years in peril .

****

With all her other surveys she was looking for someone to be the second member of a team to represent the women of Southeastern Alaska at the coming Grand Rapids Assembly . She recalled a young woman who twelve years ago went with her into Pennsylvania to speak for Alaska. What had become of her ? After inquiry, she learned that her friend Martha Shalli, was now Martha Shaquanie, living in Kake. What had the years done for Martha ? She determined to learn .

After the Princeton-Hall had ploughed the seas for several hours she came to Martha's home village. Martha was easily found. The happy reunion of the two women friends was enjoyed by all who witnessed it. But Martha had not had smooth sailing. Her whole family, after they had accumulated for a home, were stricken with a fever somewhat similar to typhus and the husband invalided. Years of sickness were a heavy strain, but Martha's home was neat. It was thrilling to here see a victorious spirit prevailing over poverty that would crush many less strong in character . Martha then, would represent Alaskan Native women in Grand Rapids, God willing, And she will return from an inspiring Assembly to do fresh service for her people in the dramatic soul-stirring years ahead .

****

It pays to touch the roots of lifes reality.

Paul Prouty

ALASKA Princeton-Hall Mission NOV 5 1945
PERM. FILE

HOW CAN A BOAT HELP A CHURCH CELEBRATE ITS TWENTY-FIFTH ANIVERSARY ? .

***

Promptly at three o'clock Sunday afternoon the Princeton-Hall gracefully slipped alongside the wharf float in Ketchikan harbor where more than forty people were waiting for it. The day was one of Southeastern Alaska's fall rarities, glorious sunshine. Everyone was in a mood of celebration. After shoving off it was one hour and twenty minutes before the whistle announced arrival. A gay and colorfully garbed group were on the dock to greet us, together with Mr. Swogger their pastor. Children ran and romped in and out of the crowd. Gala moments indeed for them .

********* A dinner was waiting in the church reception room for the visitors. And what a serving-with-service of good food ! Barely was there time to complete the dinner with accompanying speeches before the great feast-of-the-Spirit in evening worship. The evening worship would be followed again with luncheon for everyone present, local townspeople included, everybody invited and demonstrating the fact of the church being at the center of community interest.

********* From the pastors first utterance in his"call to worship" it was evident the people felt more than they could express, even though their expressions were classic, from overflowing heartsof gratitude to God. The soloist sang "Open the gates of the Temple" with touching skill and meaning. The choir rendered the "Hallelujah Chorus" and as it opened, one, and another, then another stood until the whole congregation was on its feet respectfully assenting to and supporting the choirs great message in song.

********* Then the grand pioneer and white haired servant of past years, Rev. Geo. S. Beck, now retired from so-called active ministry but still active enough to do chaplain service in a U.S.C. and Army-Navy-Coast Guard base, gave the main address. He had

known many people here many years, and was blessed with a deft skill. He praised yet pointed to pitfalls. He must have pleased God this night .

******* The luncheon which followed and closed the day was served by a systematic production line procession of waitresses . As luncheon was concluded truly encouraging and counseling speeches were made and boat sailing time arrived. We were in Ketchikan harbor again, all celebrants safely home, our boat tied to a quiet float at half past one in the morning.

And this narration should help us realize the importance of a boat in Alaska's Spiritual uplift and progress.

Paul Prouty

ALASKA
PERM. FILE

NOV 1945

ADULT SCHOOL WORKERS AND CONFERENCE AT SHELDON JACKSON JUNIOR COLLEGE .

***

As to the departments of instruction, they were, with the women Miss Taylor. For all the conference, mens and womens classes combined, Dr. Welch, in two sessions per day. He also delivered a rich sermon each evening.

In the classes led by local Alaskans discussion was free upon the subjects of Presbyterian Church government and church activities. The whole instruction was revolved upon a Biblical hub. We were mainly a Bible, Word of God, conference. The Word was at the center. And yet it was interpreted in the light of our present day by day experience.

***** For Dr. Welch's sermons in the evening there came the entire Sheldon Jackson School, the Adult workers school and the Sitka community visitors who filled the church to near capacity.

****** Special music, mostly by Native Alaskans made these evening meetings attractive to many and instructive, especially to those who would go home and participate in music. The Natives have a rich gift of musical expression.

Paul Prouty

NOV 21 1945

DECISIONS.

Sometimes decisions must come quickly. Does God guide snap decisions when they must be made that way ? .

The Princeton-Hall had brought more than twenty interested people from the Haines-Skagway-Klukwan area to the E.Stanley Jones meetings in Juneau. The last evening service was about to begin and there was a last hour jam of preparation for sailing which would come after the close of the service. Packages and baggage were coming aboard.

The missionary hurried to some vital errand and suddenly was faced by a new man, a coatless, hatless fellow who had come into the quiet house and filled it with cigarette smoke. "Who are you?" was asked. The man answered, "I am going to Skagway". "Who arranged for you to go?" "Why, the missionary ladies", "What missionary ladies?"

He stumbled in the answers to that question and the missionary in necessary haste was compelled to ask him to smoke out of doors and to get eleven dollars as the next step toward Skagway. The man was left alone for a moment and then he said "I don't get you" , to which the missionary replied, "Well see if you can get this, get off the boat" .

During these same disturbing moments it was discovered that on the stern there were men piling on sacks of cement and a large tombstone with its cement base in crates was standing by to be loaded. "What is this?" was asked . "Why don't you know?" didn't she make arrangements ?". The reply was "No, no one has made arrangements for this extra cargo, but since you have it so nearly loaded we will take it", please pile it here on this side where it will not interfere with the loading of baggage." Then off to the already begun service the missionary must go .

At the conclusion of Stanley Jones great stirring address and appeals, two women rushed to the missionary and in awe described how they had mistakenly thought to help a young war veteran to get work in Skagway and instead had permitted a mental case from the army to come on board. He it was who of necessity had been expelled.

The Princeton-Hall made its Northward journey returning the satisfied Jones listeners to their homes and arrived in Skagway in the wee hours of morning, tieing to the only float vacant. The tired crew slept. To be awakened suddenly by the listing of the ship. Hurrying to topside it was found that altho' no warning sign whatsoever was posted, this float in a minus tide permitted any boat to go absolutely high and dry . The Princeton-Hall leaned against the float and the float against the piling of the dock. Normally its list is toward the opposite side, but the cement and the tombstone were the compensating weight which tilted the balance the right way saving a heavy repair bill for damage which would have resulted certainly had the tilt caused a fall outward and downward into deep water.

Does God guide quick decisions?
What do you think ?.

Paul Prouty

Princeton-Hall ALASKA
PERM. FILE
DEC 10 1945

December - 1945.

****

SUGGESTIONS AND QUESTIONS ANENT REDEDICATION OF M.S. PRINCETON-HALL.

Confidential for the Executive.

There exists a multiplicity of thinking and thinkers who feel a responsibility for the boat and wish to supply directives.

The situation is :

The Board of National Missions and the Presbytery of Alaska now grant that the National Missions committee of Presbytery supply counsel and directive for the P-H's operation. However there enters into the general missionary's sphere other interests some of which are;

*The legal agent for the Board in the territory feels a definite responsibility in behalf of all the boat does or fails to do .

*By the natural gravitational tendency of precedent, those who have formerly served on other mission boats feel that their experience and counsel should count for much aboard this one .

*The Native people in this surging period of extended privileges for all, feel especially the implications of meaning in the much used phrase "our boat" .

*The Sheldon Jackson School which supervised the building of the boat, and which is exerting every form and ounce of its energy to be the center of Presbyterian activity within the Presbytery, definitely feels a responsibility for each moment of the boats life, in both its material and spiritual welfare, and probes to ascertain such condition, appearing willing to put hands on control points. By supplying personnel for Native Church schools they would tritely term their form and pattern if such education, setting at complete null the pattern of the missionary's hope and desire, unless his method coincided with theirs. - Temporary Alaskan village Bible instruction needs to conform to a much simpler outline than that which is followed at formal institutional S.J.S.

Rededicated to do what ?.

Granted. There are elevated planes of technical level to describe the sphere of serice for the Princeton-Hall, but the simplified questions in re-dedicating it after two and one half years of war service and one year of readjustment back into Christian service may be as follows.

---- Is it a utility passenger and freight boat in the service of our church in S.E. Alaska, or is it a religious educational chapel boat with a missionary Gospel message as its principal cargo, or is it a combination of both those things, and if so how much of each ? .

---- IT IS NECESSARY FOR THOSE MANAGING THE BOAT PROGRAM TO KNOW DEFINITELY THE ANSWERS TO THESE QUERIES AND TO RECEIVE ANY DIRECTIVES CONCERNING THEM FROM ONE SOURCE. To do otherwise makes for confusion .

---- Precedent is so potent a factor in mens affairs. The beaten path is so readily accepted by hard pressed planners in their hurried and harried moments when expediency seems to dictate precedent. Reconstruction of our spiritual life , and reconstruction of our physical property in Presbyterian work of S.E. Alaska is needed.

(see following sheet)

Should reconstruction of our spiritual life, or reconstruction of our physical property come first ?, or should they come together ?, and what single source will direct and be responsible for them in these the 1946 conditions, remembering that all previous time and conditions have passed ? .

----- Then, what provision for the material care of the boat, the degree of shipshapeness and efficiency desired, and what manpower sufficient to maintain the degree decided upon ? .

------ How much should the general missionary do on board the boat in consideration of his responsibilities on shore?, he is both boatman and Christian minister. He is not apt to be a paragon at both .

------ Should the crew be Native or imported ?, or mixed ? . It will make a difference. A majority of one or the other will tip the balance that way in regard to every detail and practice on board . Native boat practice is not common maritime practice any more than Native foods are common foods .

If sufficient finance cannot be had to make the general missionary and his chapel-boat a recognized complete unit as self contained as any church organization unit , then I recommend that the boat be turned over to Sheldon Jackson School entirely, to operate, repair, and supply personnel. (crew) The drift would probably then tend toward Native operation. Bi-racial crews do present opportunities for friction. Even foods satisfactory to one race are not satisfactory to the other, in most cases at present . Standards of cleanliness satisfactory to one race are most apt not to be satisfactory to the other at present .

Beside these matters and questions there are others under another subject, but which could effect answers to these and are therefore submitted. They are enclosed under the title "Problems pertinent to S.E. Alaska".

Sincerely,

Paul H. Prouty

Generation Hall Presbyterian Westminster

KLUKWAN COMES THROUGH! JAN 2 1946

Dear Earl,

If only God will now give words to wing to you the thrill that we this night have so powerfully felt ! .

A year ago we despaired of our future in Klukwan. Some said"Sell the property while we can", and they were persons of influence too. But you were right Earl, you faced opinions of doubt that were unmasked, with a faith that we as Presbyterians had a rendezvous with destiny in the triangle country of the Skagway, the Chilcat, and the famous canal into which they empty .

A year ago in Skagway even, the excellent blueprints of the plan forwork there among the men of our armed forces, drawn up by Mr. and Mrs. Fredsell, were only unproven promises that had yet to be fulfilled .

A year ago the Haines House staff was struggling for its very breath of existence to perform its labors. The same woman missionary that was tending and milking the cows for the orphaned childrens milk, was preaching in the pastorless pulpit, vacant many, far too many months .

But tonight, while the great moon rides high and full round in the long Arctic night to light us, come into the pilot house of our mission boat and hear a drama recited, that has in truth every color and texture of a pattern from God, woven and worn in our time, for our comfort.

We have just attended a rendition of the cantata entitled "The Child Jesus", given by members of the Klukwan and Haines communities under the leadership of Cyrus Peck, and now we are homeward bound . Young people of Haines, under Rev. Kenneth Fickel also presented a playlet depicting Christmas eve in a Russian air raid

Klukwan comes through.

served a coffee and cake lunch after the program for the people of the

The missionary motorship Princeton-Hall was used to transport the choir, and cast of the play, with some friends from Haines, along the beautiful water route of Lynn Canal. This Lynn Canal is often in winter seasons a raging tempest subject to winds of hurricane velocity. But tonight it is as calm as a lake . It has the peace and blessing of God's favor .

The full moon lights the towering snow-covered glistening canyon walls with an unearthly beauty that grips our souls in ecstacy. As missionairies, some of us far from our home surroundings and scenes, we are touched by the blessing of the evenings joyous success and the further approbation of our Creator-Father in His display of natures attending scenes . Our fellowship together is made stronger and then behold !! , the breath taking sud en display of fast moving colorful Northern lights arching in the heavens ! They played but briefly but how they thrilled us and assured us of God's joy in the things we were doing . Our chests were tight with emotion , We, I think can never forget the culmination of a year that is after all only a successful beginning and promise of things to come.

Skagway has a community center, Haines pulpit is occupied and the church there led by the Fox family, who are making a deep and goodly impression. And Klukwan is a potent enough factor to weld itself to both Haines and Skagway in a grand and triumphant living pageant of progress, using the human talent and timber at hand for our

Creator and Savior's glory .

(Perhaps you may not know that Cyrus plays the violin, the saxaphone, the clarinet, with great skill, besides leading his chorus at organ or piano as required. His sermons are meaty too. I saw also a piece of generalship by him, - in handling a temperamental and sensitive leader with extreme tact, to everyones perfect satisfaction and demonstration of his wisdom .)

But hold,-- in the pilot house a story is being told. Quietly . The Northern lights have faded. The crescendo of moving rainbow color has diminished to the plain white crystalline reflections from the moons light on water and snow clad canyon walls. Andrew Wanamaker is pilot at the wheel. Beside him Cyrus is standing. With soft voice the words are uttered. "One time there was a little boy about so high, who seemed to be a bright promising boy, and who liked music. So one of his own race bought for him a mandolin as a present." --------

That boy was Cyrus Peck.

The giver of the mandolin was Andrew Wanamaker ! .

****

PRINCETON-HALL

Paul H. Prouty

UNIT OF WORK IN ALASKA
THE REV. J. EARL JACKMAN, SECRETARY
156 FIFTH AVENUE
NEW YORK, 10, N. Y.

Princeton-Hall Promotion File

ALASKA PERM. FILE

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue New York 10, N. Y.

MAR 1 1946

MOTORSHIP PRINCETON-HALL
THE REV. PAUL H. PROUTY, GENERAL MISSIONARY
BOX 2618
JUNEAU, ALASKA

Feb. 25 '46

Dear Earl;

Hope these enclosed pictures are helpful.

Pictures in Princeton-Hall Perm. file write details on them

1 is of Klukwan.
Where mountain, river, and sea; arctic glacial and gulf stream climates meet.
When the auto-road drifts full of snow the reliable dog-team takes over.
Layworker Cyrus Peck hitches and handles the team. Rev. and Mrs. Harold Fredsell with their small daughter Margaret Ann are interested in a ride.

2 & 3.

An Alaskan winter trip to the hospital.

More than forty persons were brought by the mission boat Princeton-Hall to Skagway for dental, medical, and hospital attention.
There were children from our own Haines House, some from the town of Haines, and Klukwan had a quota too. There is no doctor or dentist at Haines or Klukwan.
Cases ranged from twelve year old Mike who had a badly swollen jaw from an abscessed tooth to the young Miss who must spend a year at least, in the sanitorium for tuberculosis.

****

Sincerely,

Paul

UNIT OF WORK IN ALASKA
THE REV. J. EARL JACKMAN, SECRETARY
156 FIFTH AVENUE
NEW YORK, 10, N. Y.

MAR 4 1946

MOTORSHIP PRINCETON-HALL
THE REV. PAUL H. PROUTY, GENERAL MISSIONARY
BOX 2615
JUNEAU, ALASKA

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue New York 10, N. Y.

Feb. 27 '46

Dear Earl;

For the progress and moral preservation of nearly two thousand Presbyterians, mingled with a total of some twenty thousand Southeastern Alaskan inhabitants, there is no doubt NEED FOR MAINTENANCE OF YEAR ROUND WORSHIP AND CONSTANT EMPHASIS ON CHRISTIAN EVANGELISM. The drunken brawling, with accompanying disease and other forms of moral disorder can only be relieved by Christian leadership and influence as administered and nourished by Christs' Church .

We who have spent more than a year, visiting practically every center of activity in Southeastern, have found two things looming above every experience given us.
First, the appeal of the simple, but all-inclusive Gospel of Christ;
Second, the power of the same presented not only by the testimony of professional preachers, but by supplementing the unhindered and sincere testimony of all witnesses who have experienced and observed Christ's spiritual influence .

I am phrasing this letter-statement carefully after weeks of prayerful consideration.
Native leadership is keen and effectual. It should more often have opportunity to be heard . They will, (the Natives) learn the culture of economy and prudence and wise living much more rapidly if "outside" force is supplemented as copiously as possible with their own . It is given me to believe this is a more fertile method of getting permanent results .

To coordinate Presbyterian planning and gain more from mission funds, I propose that consideration and trial be made of the Princeton-Hall working out from Sheldon Jackson School and College, AS A MISSIONARY BRANCH, in religious education and evangelism from that institution . It would tie that school to the practical life of the villages bringing more direct and complete understanding of actual conditions to both, each to the other .

Unless the boat were manned entirely by a white crew, which of course would be retrogressive so far as development of the Native is concerned , the boat would have more efficient and economical mechanical care from the Natives supervised by S.J.S. than otherwise. Men like George Betts or Walter Soboleff could serve as ordained visitors to villages occasionally. Layworkers could take charge of the boat with Native crew, the Layworker would receive more cooperation from a Native crew than would a white man .

When the office of Alaskan Field Representative is filled, that representative could choose or approve the personnel aboard the boat to labor cooperatively with him. There would be no overlapping between the Unit of Schools and Unit for Alaska because the floating unit for Evangelism would represent both . To the Natives who comprise 80% of all Presbyterians in the Presbytery, there is no distinction between units .

The Field Representative might find it possible, even desirable, to dispense with the post and expense of a general missionary in this Presbytery .

The boat "SJS II" could swing into the freight service leaving the Princeton-Hall strictly for the work it is designed to do, namely, carrying passengers having limited luggage in its program of religious education and personal service .

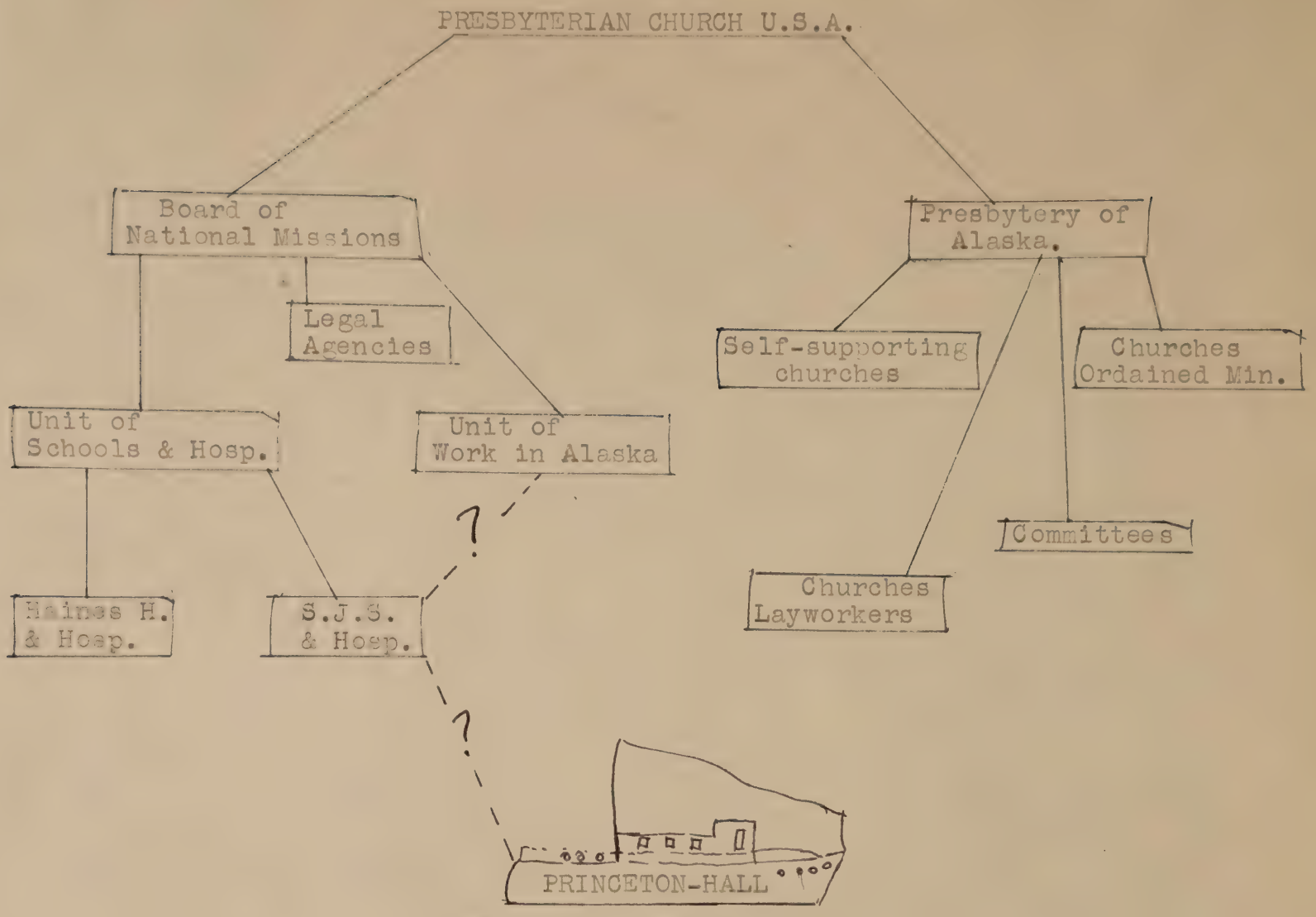
I conceive these suggestions in the interest of better and more effective work in the Presbytery of Alaska .

Sincerely,

Paul

P.S. A diagram of "distribution for directives" is proposed as per attached sheet.

Diagram of distribution for directives.



Evangelism, Pioneering, Maintenance.

Because this is a floating vessel with a roving commission to all points, it should receive directives from one source if confusion of schedule, plans and authority are to be avoided .

More than 80% of the Presbyterian Church membership in the Presbytery of Alaska is of the Native race. Their Mecca is Sheldon Jackson School and College.
I suggest the boat Princeton-Hall be turned over to S.J.S. to operate under the direction of the Unit of Work in Alaska.

Paul H. Prouty

Paul H. Prouty,
Gen. Missionary.

ALASKA
PERM. FILE

Rededication of the Princeton-Hall

Metlakatla, Alaska

April 5, 1946

The Princeton-Hall, with Christian and United States flags floating in the breezes, glided up to the town dock in Metlakatla, Alaska on the afternoon of April 5, 1946 to be officially rededicated for missionary service in the waters of southeastern Alaska. Built originally in Sitka under the direction of Andrew Hope and Leslie Yaw of Sheldon Jackson School the motorship was possessed by the Navy for war service. After two and a half years as the flagship of the fleet of small vessels, it was repurchased by the Board of National Missions in 1944 and refitted for its original purpose.

Ministerial and lay-delegates from all the churches of southeastern Alaska and Sheldon Jackson School and Haines House to the meeting of the Presbytery and Presbyterial of Alaska gathered at the float for the service. The new Moderator of the Presbytery, The Rev. Willis R. Booth of Juneau, opened the meeting with prayer and led in the singing of the hymn, Master the Tempest is Raging" with The Rev. Edward D. Freeman of Ketchikan at the ship's folding-organ. The Rev. Walter Soboleff of Juneau read Luke 5:1-11 as the Scripture lesson.

The Rev. Verne J. Swanson of Craig who helped to install the machinery spoke on "The Preparation of the Ship". The Rev. Paul H. Prouty, General Missionary, spoke on "The Return to Service".

The address of rededication was given by The Rev. J. Earl Jackman, D.D., Secretary of the Unit of Work in Alaska. Dr. Jackman referred to Christ's use of ships as pulpits from which He taught the people and as a means of transportation so that He could teach in villages around the Sea of Galilee. He called upon the Presbyterians of Alaska to follow the pattern of Christ in the use of the Princeton-Hall - to be the source of the Gospel message for all the villages, to conduct Vacation Bible Schools for the children, to provide transportation for the advance of the Church program, and to fulfill a full ministry of faith and mercy.

The Moderator led the people in the liturgy of Rededication and offered the prayer of Rededication. The delegates sang the hymn, "Jesus, Saviour Pilot Me" and Dr. Jackman offered the closing prayer and benediction.

The Presbytery of Alaska is expecting much from the Princeton-Hall. In a territory where all towns and villages are completely isolated except for planes and boats it is a heart-warming sight to see this white clad ship with her Christian flag flying coming into port. To the Native villages it means the Gospel message, communion, baptism, reception of new members, Vacation Bible Schools, and congregational meetings. To all it means transportation to Presbytery and Presbyterial, Young People's and Christian Worker's Conferences, students to Sheldon Jackson School,and children to Haines House, a visit to the doctor, and many errands of mercy.

It is a vital necessity in the ministry of the Presbyterian Church in southeastern Alaska and all rejoice in its return to that service. It will be registered in Juneau and serve under the command of The Rev. Paul H. Prouty, General Missionary.

April 15, 1946
Unit of Work in Alaska
Board of National Missions

JEJ:FK

Dedication of The Princeton-Hall.
Metlakatla, Alaska April 5, 1946.

APR 15 1946

The Princeton-Hall, with Christian and United States flags floating in the breeze, picked up to the town dock in Metlakatla, Alaska on the afternoon of April 5, 1946 to be officially dedicated for missionary service in the waters of Southeast Alaska. Built originally in 1926 under the direction of Andrew Hope and Sheldon Jackson Roberts the motorship was purchased by the navy for war service. After two and a half years of war service it was purchased by the Board of national missions for missionary service in 1944 and refitted for its original purpose.

Ministerial and lay visitors from all the churches of Southeastern Alaska and Sheldon Jackson College and Haines House to the meeting of the Presbytery and Presbyterial of Alaska gathered at the float for the service. The new moderator of the Presbytery, the Rev. Willis R. Booth of Juneau, opened the meeting with prayer and led in the singing of "Master the tempest is raging" with the hymn of dedication at the Hope's The Rev. Edward Freeman at the folding organ. The Rev. Walter

The Baranof HOTEL

Juneau, Alaska

left of Juneau read Luke 5:1-11 as the Scripture lesson.

The Rev. Verne Swanson of Craig ~~who helped to erect~~ who helped to install the machinery spoke on "The Preparation of the Ship". The Rev. Paul Prouty, General Missionary ~~in Connect~~ spoke on "The Return To Service."

The address of dedication was given by the Rev. J. Earl Jackman D.D., Secretary of the Unit of Work in Alaska. Dr. Jackman referred to Christ's use of ships as pulpits from which he taught the people and as means of transportation so that he could reach villages around the Sea of Galilee. He called upon the Presbyterians of Alaska to follow the pattern of Christ in the use of the Princeton-Hall - to be the source of the Gospel message for all the villages, to conduct Vacation Bible schools for the children, to provide transportation for the advance of the Church program and to furnish a full ministry of faith and mercy.

The Moderator led the people in the liturgy of Dedication and led the prayer of Re-dedication. The delegates sang the hymn. "Jesus, Saviour pilot me" and Rev. Jackson offered the closing prayer and benediction.

The Presbytery of Alaska is expecting much from the Princeton-Hall. In a territory where all towns and villages are completely isolated except for planes and boats, it is a heart warming sight to see this white clad ship with her Christian flag flying coming into port. To the native villages it means the gospel message, communion, Baptism, reception of new members, Vacation Bible Schools and congregational meetings. To all it means transportation to Presbytery and Presbyterial, Young Peoples and Women's Christian Workers Conferences, students to Sheldon Jackson School and Children to Haines House, a visit to the doctor and many errands of mercy.

It is a vital necessity in the ministry of the Presbyterian Church in South Eastern Alaska and all rejoice in its return to that service. It will be registered in Juneau and serve under the command of the Rev. Paul A. Prouty, General Missionary.

The Baranof HOTEL

Juneau, Alaska

Miss Koerner:

Type this and foward it ~~to~~ the Publicity office. It ought to be used in our Presbyterian publications with a cut of the ship.

UNIT OF WORK IN ALASKA

BOARD OF NATIONAL MISSIONS

EXPLANATION OF REPORTS

FINANCIAL REPORT TO TREASURER
Board of National Missions
of the
Presbyterian Church U.S.A.

General Missionary in Alaska

Bank Account

This report form covers the bank account of the general missionary. It is to cover the calendar month and should be completed as early in the following month as possible and two copies forwarded with the other reports to the Unit of Work In Alaska.

On the front of the report there is space for the balance in the bank at the beginning of the month; the receipts from all sources (Board and Field); and the individual and total expenditures during the month showing the balance in the bank at the close of the month. All receipts and expenditures should be handled through the bank checking account except the necessary petty cash account which would be provided by check from the account and accounted for on a separate report form.

On the back of this report there is space for listing all monies in the account. The General Missionary has a permanent advance of $500 from the Board of National Missions. Except at specified times when the Field Receipts from the Princeton-Hall are cleared with the Headquarters Office, there is usually an operating balance in the Princeton-Hall account. Advances of other funds are made to the General Missionary to cover the Board's share of repairs on local churches and manses. These would be in the general account. Against these receipts there might be advance payments for projects which have been authorized but for which no money has been forwarded from headquarters and partial payments on projects for which the full amount has been forwarded. The sum of these payments subtracted from the total amounts received should equal the balance in the bank account at the end of the month. This will give a clear statement of the account and will help the missionary and the headquarters office keep the account up to date.

MONTHLY ACTIVITY REPORT

MOTORSHIP PRINCETON-HALL

This report is a log of the ship's activities for the calendar month and tells what the people on board do on these travels. It has space to include the names of the members of the crew. On the end of it is attached the voucher for payment of salary. On the back of the form should be written a narrative report on why the trip was made, what was done there and what results were obtained. It is the story of this vital ministry. The report should be completed in triplicate. The first copy with the completed voucher for salary and expense should be forwarded to the Unit of Work In Alaska.

The second copy should be forwarded to the Chairman of National Missions in the Presbytery and the third copy kept by the missionary as a record of his work. These forms should be completed by other members of the crew and vouchers signed for salary. They should be included with the reports of the General Missionary as indicated. They should be completed as soon after the close of the month as possible and forwarded to those who receive them. The statistics and narrative cover the month just closed and the voucher the month in which it is completed. If the report is for September the voucher is for October salary.

MOTORSHIP PRINCETON-HALL

MONTHLY FINANCIAL REPORT

This report form covers the regular operating account of the Princeton-Hall. It lists the balance on hand at the beginning of the month; the regular expense check from the Board and all other receipts toward the operation of the ship; and the total expenses being divided between maintenance and current operation. It is so designed that if more than one page is necessary, the expenses can be carried over to the second page and the appropriate totals recorded.

CASH ACCOUNT

MOTORSHIP PRINCETON-HALL

It is recognized that not all small items can be or should be paid by check. This form provides for a check for cash to be made on the account by the missionary and used as needed. It provides for a record of the balance in cash on hand at the beginning of the month, the amount of checks cashed, the cash expenditures and the balance at the close of the month. It should be completed in triplicate each month. Two copies should be forwarded to the Unit Of Work In Alaska and one copy retained by the missionary.

These forms involve too much detail but they seem necessary to provide the means for adequate, clear reports to follow the work and keep all accounts in their proper place and up to date. Their success depends upon those who are responsible for completing them promptly.

J. Earl Jackman, Secretary
Unit of Work in Alaska

July 1, 1947

Princeton Hall

UNITED STATES COAST GUARD

KETCHIKAN, ALASKA

ADDRESS REPLY TO
COMMANDER
17TH COAST GUARD DISTRICT (dmi)
REFER TO FILE: CG-621

ALASKA
PERM. FILE

24 October, 1946

Mr. Roland B. Burrows
Box No. 2983
Juneau, Alaska

Dear Sir:

It has been brought to the attention of this office repeatedly that the M/V PRINCETON HALL has been carrying a far greater number of passengers than inspected vessels of this class and size are permitted to carry.

As the M/V PRINCETON HALL is not an inspected vessel, there is no violation of the law in this respect, but according to all rules of good judgement and seamanship, the carrying of excess passengers is considered extremely dangerous.

Should an accident or panic occur on board the M/V PRINCETON HALL, there is no doubt that considerable loss of life would follow.

By direction of Commander 17th Coast Guard District.

Very truly yours,

Howard Solloway
HOWARD SOLLOWAY
Lieutenant, USCGR
Marine Inspection Officer

CC: C of S
OSS

Princeton-Hall

ALASKA
PERM. FILE

file

November 26, 1946

VIA AIRMAIL

The Rev. Paul F. Prouty
and
Mr. Roland S. Burrows
Juneau and Sitka, Alaska

Dear Friends:

Inasmuch as there seems to be a difference of opinion between you about the inspection and licensure of the Princeton-Hall, it becomes my duty to make a decision and ask you to abide by it.

The main purpose of the Princeton-Hall is to be an agent of the Presbyterian Church in extending the Gospel message throughout southeastern Alaska. This purpose is expressly stated in the statement which was provided and sent among the churches of that territory. It is supposed to do everything connected with the development of our church program and to cooperate with Haines House and Sheldon Jackson Jr. College as it may be called upon to transport people in their programs.

We have no intention of making the Princeton-Hall a public carrier for anyone who comes along and wants to have a ride. However, since we do carry a large number of people at times in the development of our church program, we ought to take necessary precaution for the safety of the crew and the rest of the people on board. It is understood that all who ride on the Princeton-Hall are a part of our missionary program or occasionally may be permitted to go with the ship on regular trips as a matter of convenience to the individuals. With this as our purpose it would hardly seem necessary to license the ship as a public carrier and we shall not do that at the present time.

However, we are concerned with the safety of the people who are on the ship and it should not be overloaded. I would direct you to have the ship inspected by the proper government officials to determine the number of passengers who might be carried on board. There should be put on the ship in plain sight a small sign which would indicate the maximum number of passengers permitted to be carried under the safety rules of the maritime authorities in southeastern Alaska. The General

The Rev. Paul H. Prouty
and
Mr. Roland D. Burrows

November 26, 1946

Missionary and the Captain of the ship should exercise a reasonable Christian conscience in keeping within that limit when groups of people are carried in our Church program.

Sincerely yours,

J. Earl Jackman, Secretary
Unit of Work in Alaska

JEJ:FK

CC: to General Delivery, Sitka, Alaska
and each respective Juneau address

Princeton-Hall Steamer 12/10/26 **********

PROBLEMS and a PROVERB pertaining to Southeastern Alaska

ALASKA PERM. FILE

Confidential

Not to be listed among definitive Biblical illustrations about inheritances, is the direct edict, "An inheritance may be gotten hastily at the beginning, but the end thereof shall not be blessed".

It is my observation that much quick gotten gain through gifts to Native Alaskans has this unblessed end. There is much waste through lack of care and conservation. Of course this applies to those in the States as well who refer to themselves as aboriginal with aboriginal rights, and also to all of us, with equal emphasis .

In a previous decade while on an Indian reservation in Montana I learned that much popular Indian report and favorable comment accrued to the one who had ,"gone to Washington", or who had in some degree or other obtained pap for his people from Uncle .

A few weeks ago it was my experience here in Alaska to be confronted by a Native leader, accompanied by probably the most influential Native politician in the territory, to plead the cause of one they felt I had in a measure wronged . In a few moments of unheated (by God's grace, surely) conversation I was able to show conclusively to these mens satisfaction that I had clearly treated the individual in question "like a white man" . They also then agreed that I was entitled to similar treatment . The hard truth of the experience then shown like a myriad faceted jewel of light, these men did not want to be treated "like white men", they were seeking to be treated like Natives with special aboriginal rights and consideration undemanding in its requirement upon them for a standard of recompense .

In previous correspondence I have referred to a Native willingness to claim partial title to the Princeton-Hall by using the words "our boat", and by actions on their part one would infer they felt they had full title, when Alaska's total investment of both labor and funds does not exceed four thousand dollars out of twenty nine thousand .

For their better instruction I have adopted as the policy upon which I can conscientiously and constructively labor in their behalf to be:

Ist. That the Natives provide one-half the cost of improvements to their church holdings as a general goal .

2nd. That their half be available <u>first</u> , before the Mission half is presented.

3rd. That the full reason for this policy be explained from Biblical background and backing .

The causes for this conclusion on my part are several fold.

Ist. An epidemic of requests is now beginning since the Hoonah great gift .

2nd. It must be realized that the reception of this Hoonah gift is not entirely with good grace and gratitude, even upon the part of some of Hoonah's most influential citizens .

(see next sheet)

Problems and Proverb pertaining to S.E. Alaska.

3rd. Kake wants extensive remodeling to manse, even suggesting the purchase of a new manse.

4th. Petersburg wishes more liberal consideration and repair construction.

5th. Angoon is not demanding, but will concur in any general trend.

6th. The churches of the West Coast, namely, Hydaburg, Craig, Klawock who have been in general under Mr. Swanson's care and influence, some years under Whiteside and Young, have about the same character of loyalty to the functions of the Presbyterian church and the Presbyterian Family that their pastors have had. Hydaburg now of course has a new pastor.

7th. The new plan for the lay-workers to be absent from their fields for three months training at Sheldon Jackson Junior College, this time absent added to two other summer months away in fishing, makes the demand for congregational strength to be more urgent, accomplished by self-exercise in every department, study, giving, worship. God will not fully bless less than every Sabbath remembrance and respect to Himself.

The case of Klukwan, with the situation of a fire involved is for different procedure. Although we will do well to discourage fire as a means to an end. For be sure, that the attitude granting the Native a simple-Simon character, free from perfidy, pure of avarice or cunning shrewdness will prevent their character development as surely as to consider them all-possessed of these things.

To conclude, the only way I can conscientiously reply to suggestions for present Board aid from communities, is to say in substance, "Alright, you as a community get together half the cost of your proposal and I will be glad to present with vigor, your proposal and need to the Board. If what you desire is too great for you to provide one-half, then reduce the development to where you can supply your half and be grateful and glad to do so!"

This policy which I have begun using, has surprised even Walter Soboleff. I realize it will not always tend to my personal popularity, but it is the ground upon which I can look myself in the face. I must stand or fall upon it.

Sincerely,

Paul H. Prouty

JUN 30 1947

INTER-OFFICE CORRESPONDENCE

BOARD OF NATIONAL MISSIONS

TO Mr. Jackman
FROM L. H. Tribus **DATE** June 30, 1947
RE: Motorship Princeton-Hall

Thank you for your memo of June 26th with reference to the Motorship Princeton-Hall. I have referred the proposed revision to our insurance representatives. As soon as I have their opinion I will advise you.

LHT/AWM

L. H. Tribus

JUL 17 1947

RELEASE

The undersigned requests passage on the MS Princeton Hall owned and operated by the Board of National Missions of the Presbyterian Church in the United States of America

from ..... to ....., Alaska.

It is understood that the MS Princeton Hall is not a common carrier and that it does not propose to charge any fare for carrying passengers or baggage, and in consideration of the granting of this request, the undersigned agrees to save harmless the MS Princeton Hall and the Board of National Missions of the Presbyterian Church in the United States of America from any and all claims of every nature for damage to the person of the undersigned, and damage to any baggage or freight carried in connection with the voyage, including the loss thereof.

The undersigned in taking passage on the MS Princeton Hall is to be considered as a licensee and not an invitee.

Dated at ....., Alaska, the ..... day of .....,

19.....

.....

WITNESSES:

.....

.....

JUL 17 1947

R E L E A S E

The undersigned requests passage on the MS Princeton Hall owned and operated by the Board of National Missions of the Presbyterian Church in the United States of America

from _____ to _____, Alaska.

It is understood that the MS Princeton Hall is not a common carrier for transportation and baggage but an agent of the Presbyterian Church to forward its missionary program in southeastern Alaska. It is supported in this service by voluntary gifts from members of the Presbyterian Church and those who receive the benefit of its use and ministry.

In consideration of the granting of this request for passage, the undersigned agrees to save harmless the MS Princeton Hall and the Board of National Missions of the Presbyterian Church in the United States of America from any and all claims of every nature for damage to the person of the undersigned, and damage to any baggage or freight carried in connection with the voyage, including the loss thereof.

The undersigned in taking passage on the MS Princeton Hall is to be considred as a licensee and not an invitee.

Dated at _____, Alaska, the _____ day of _____, 19___.

_____

WITNESSES:

_____

_____

JEJ:FK
Unit of Work in Alaska
June 24, 1947

Motorship, Princeton Hall
Miss Dawson

INTER-OFFICE CORRESPONDENCE
BOARD OF NATIONAL MISSIONS

JUL 17 1947

TO Dr. J. E. Jackman
FROM Miss Dawson
RE: Motorship Princeton Hall

DATE July 15, 1947

Your memo of June 26 regarding the Princeton-Hall boat was referred to me by Mr. Tribus with the suggestion that I refer it to our insurance brokers for their opinion. Our insurance brokers in turn discussed the matter with the Marine Office of America. I attach a copy of the opinion expressed.

I am returning the forms of release to you.

HD
Helen Dawson

hd/ff
Att.

COPY

JUL 17 1947

MARINE OFFICE OF AMERICA

116 John Street
New York 7

July 7, 1947

Lukens, Savage & Washburn
25 Broadway
New York 4, N. Y.

Attention: Mr. Livingston

Gentlemen:

Re: BOARD OF NATIONAL MISSIONS

We have examined the printed copy of release as well as the revised release this Assured intends using in connection with the operations of the M.S. "PRINCETON HALL".

We see very little difference in the effectiveness of the two releases. In similar situations in the past, such releases, while having a moral effect, deterring claimants from making claims, they have not been regarded as an absolute defense against claims where there has been an injury due to unseaworthiness of the craft or negligence of vessel's personnel. Consequently, while the release should always be argued in event of a loss, they cannot be relied upon too much in actual litigation of a negligence case.

We confirm, however, that the forms of release are satisfactory from our standpoint as P.&I. Underwriters, subject, of course, to the terms and conditions of the policy.

Your file is returned herewith.

Very truly yours,

MARINE OFFICE OF AMERICA

H. W. Schwaner

ALASKA
PERM. FILE

Permanent File.

DEC 5 1967
PRINCETON-HALI
Alaska File

Gleanings from experience of
and
Recommendations from Paul Prouty.

The Alaska Native responds to authority much more readily if it is garbed in glittering symbols. The robes of the Roman and Greek Orthodox Catholic churches, the uniform of the Salvation Army, titles, buttons , or insignia of any sort speaks to them of authority.

The greater force of authority for them in Southeastern Alaska, issuing from Presbyterian sources, comes from Sheldon Jackson Junior College . Not in spangled symbolism, but in the prestige of precedent and time-tested power in the knowledge that S.J.S. has imparted quality to their character. No presentation of Presbyterian authority can equal S.J.S. in permanent moral effectiveness. It is a symbol to them, in good repute . Cheechackos, newcomers, short-termers, cannot possibly compete with the innate residential respect in the breast of the Native for S.J.S. Maybe that is what bothers the newcomer to a Native community Presbyterian post . He finds himself at once in competition with S.J.S. for favorable receptivity .

This tendency to hear and receive S.J.S. first, should be capitalized upon . Mission money will most efficiently be expended through that channel .

There are now the following boats and sects at work in Southeastern Alaska .
From Ketchikan, the "Stormy Petrel", Chas. Railsback, of the Church of Christ.
From Sitka, the "Endura" , Mr. French, long in Sitka, United Pentecostal Church .
From Juneau, the "Fairtide II" , The Personeus group, branch of Assembly of God .
From Juneau, the "Northwind", just shipped from Northern river work where the Catholics found it drew too much water for shallow rivers and sold it . It was purchased by Rev. & Mrs. Morgan who served Fairbanks Nazarene church six years. They are now in Southeastern, ostensibly to "spend a Sabbatical year of rest " .
From Juneau, the "William Booth" under Division Commander Eric Newbold with Adjutant Lorentzen of the Salvation Army. This boat is comparable to our own

in size, with more speed from twin screws and Superior diesel engines .

All these boats have more means for emotional appeal, expedient for crowd-gathering than has the Princeton-Hall. They specialize in catchy music, delivered in summer over loud public address systems . They employ brass bands, orchestral instruments, and rhythmic religious music, both instrumental and vocal, to both stir and soothe .

My feeling is that the Princeton-Hall should have the musical talent aboard that is occasionally available from S.J.S. and from different church groups . It should have a picture program of religious and moral quality second to none, to present everywhere we wish to be effective . Our boat should offer evangelism in the most vigorous tone, not necessarily spectacular, but with lavish outpouring . And to be most readily recognized it should emanate from the source that already has the greater attention, SHELDON JACKSON JUNIOR COLLEGE .

Of course there are ambitious young men who come to local communities with preconceived ideas and quickly have many plans where a boat is needed. And they feel slighted if the Board does not help them with that sort of equipment. Any sort of equipment in their hands will not be as effective as equipment known to be from S.J.S.

Therefore I recommend again that the Princeton-Hall operate from Sitka and S.J.J.C. - all opinion, singly, and in toto, to the contrary notwithstanding .

Presbyterians have excellent Spiritual nourishment to offer. In variety and vitamin content. In Southeastern Alaska they need to serve this food from their best known corner . That is if they really want to capitalize on natural advantages for "New LIfe" among their most numerical constituency, the Natives . And be in the fore-front with authority .

There are many uses for a boat in our church work. There is scarcely a single ambitious pastor that could not easily employ a boat in his field .

In Paul Prouty's experience three types of service appear worthy of priority .

First: An evangelistic program of appeal to sin-torn people, lavishly expended .

Second : Service to our institutions, S.J.J.C. and Haines House , Young Peoples conferences, Adult Workers conferences, Presbytery and Presbyterial .

Third : Service to visiting overseers, Board secretaries, and officials .

Individual churches in the hands of ambitious leaders want their full choirs transported , their "Hole-in-the-wall" outposts reached, their pastors moved, their manse equipment delivered, their building equipment and materials freighted, and at least a"little" of their vacation time to be spent aboard the Princeton-Hall as it covers S.E. Alaska . These I recommend should be classed as without priority but they might be served occasionally as the boat could conveniently do so without harm to the program of the priority group .

a

n

d

a plea for full time workers with a full year program.

"My soul has often found relief, and oft escaped the tempters snare, by thy return, sweet hour of prayer". When we hear the record read of Southeastern Alaska, it will contain countless references to instances where people fell because they had not been in regular attendance at Divine worship and had the help of Sabbath day instruction and cleansing for the indwelling of the Holy Spirit . The season of the year when we Presbyterians let down, is the very season when we should be at our Kingdom business the most vigorously . Full time workers should follow the people wherever they are employed and maintain their regular worship. No man can own and operate a boat during fishing seasons and be efficient as a Spiritual leader in a community . There will be no permanent appreciable new life in our church while we allow this summer drouth in dearth of worship to continue . The pastors of four churches own and operate boats, a fifth skippers a boat for the owners on shares. And their example filters to the very last member of every church . If five men

are right in having boats, then so ought we all . The Princeton-Hall can take in $5000 through charter, clear above expenses each summer . If it is right for five men to absent themselves from their business for our church then it is also right for the Princeton-Hall .

Our breakdown in regular worship is the great sin of omission of the Presbyterian Church . God gives me to believe that that statement cannot be gainsaid. It does not matter what causes this condition, the condition should be removed, if we expect permanent new life and growth .

Using some of Dr. Stocker's words in his report to the 1947 Synod of Washington as the climax of one section in the report, "It is our baffling problem. It is our unsolved problem" .

I prayerfully recommend that as swiftly as possible our Presbytery be purged of this blighting sin of omission, and that our men and their supporters give themselves to full time labor, even as they do part time .

Respectfully submitted,

Paul H. Prouty

Nov. 25th 1947